Frankly Speaking

President's Conference

THERE is a news article in this issue of the Highway Safety Conference being called by President Truman. The President's Conference is to be held in Washington, May 8, 9 and 10 of this year in order to marshall all the forces for a nationwide attack on the rising tide of traffic accidents.

The following statement contained in the article testifies to the grave need for concerted action:

"In the seven months of war in 1945, traffic deaths rose only 1.3 percent over the same period in 1944, while from V-J Day to the end of the year (4½ months) the traffic toll shot up 36 percent."

Every traffic engineer should have a real interest in this conference and in the furtherance of its purposes and program.

It is significant to all traffic engineers that members of our profession, who are also members of the Institute, have been chosen to take active part in the conference organization and in the work of its committees.

It is hoped that every member of the Institute will add the purposes of the conference to his own and that he will further implement the President's appeal in order to reduce highway accidents with their resulting suffering and death.

Richard W. Sievert

Editor.

Philadelphia Deals with Parking Problem

by ROBERT A. MITCHELL, *Member I.T.E.*
Chief, Traffic Engineering Bureau, Philadelphia, Pa.

HIGHWAY traffic problems in cities should be the concern of both the governmental authorities and the civic associations. Too often the civic associations do most of the "pushing" for improvements and only "scratch the surface" because they are not supported by city officials.

Philadelphia found a way to solve this difficulty. City Council in July, 1945, passed a Resolution which was approved by Mayor Samuel and which authorized and requested the Chief of the Bureau of Traffic Engineering to organize a committee to be known as The Philadelphia Committee for the Relief of Traffic Congestion, to study highway traffic conditions in the city and make recommendations for their improvement to the Mayor and City Council. The Chief of the Bureau of Traffic Engineering was designated as Chairman of the Committee and instructed to appoint an eleven man committee with representatives from the Bureau of Police, the mass transportation companies, the automobile clubs, and other civic and merchant groups particularly interested in traffic conditions.

The committee held its organization meeting on July 19, 1945, completed surveys on curb parking conditions and shoppers' mode of transportation in the central business district by October 15, 1945, decided on recommendations for new parking regulations in the central business district on October 25, 1945, obtained approval from the Mayor and City Council on November 29, 1945, and put them into effect on January 2, 1946.

A brief account of the measures adopted and the benefits is as follows:

Parking was prohibited on practically all of the streets in the Central Business District of Philadelphia. *

Loading & Unloading

All except four of the streets in Philadelphia's central business district, are one-way streets with 26-foot roadways and street car tracks in the center of the roadway. Since the street cars must stop at the corners to load and unload passengers, the right side of the one-way streets is not normally patronized by moving motorists. We have, therefore, permitted loading and unloading on the right side, except during peak traffic hours on two east and west streets. The left side we try to keep absolutely clear by prohibiting even the stopping of vehicles on that side. In this way, the left lane is used practically 100 percent for moving vehicles, the street car lane about 70 per cent for moving vehicles, and the right lane about 25 percent for moving vehicles.

We have had to permit loading and unloading on the left side in some cases where the loads were extremely heavy or bulky and could not physically be carried across the street. These

* The basis of this measure is that the Parking Survey revealed that less than 3 percent of the shoppers parked their cars at the curb. The survey results are found in the February issue of TRAFFIC ENGINEERING, page 165.

cases are handled by special permits and are restricted to the time between 10:00 A.M. and noon, and between 2:00 and 4:00 P.M. Before 8:00 A.M. and after 6:00 P.M., there are no restrictions on loading and unloading.

Benefits

The results of the new regulations have been beyond our fondest anticipations. There has been nothing but praise from the public and many merchants; even the concerns who have complained about loading and unloading restrictions at their location, admit they are pleased with the regulations. The Pennsylvania Motor Truck Association say their members report the saving of thousands of dollars a day because of the speed with which their trucks can move through the central district. The Philadelphia Transportation Company reports a 15 per cent decrease in accidents, a speed-up of approximately 21 per cent in movement, and a 65 per cent reduction in the need to turn their street cars back before completing the scheduled trip. The street cars are not bunching up during peak hours and the load is more evenly distributed on the cars. Traffic in general is moving so much better, we have had to speed-up the traffic signal systems about 20 per cent.

Off-Street Parking

A study has already been planned and is about to be executed in Philadelphia covering off-street parking facilities. Three different analyses with respect to off-street parking are to be made:

1. Present off-street parking facilities, their use, location, capacity, changes, etc.
2. Present on-street parking facilities, their use, location, capacity, etc.
3. The demand for off-street parking by the business population of the central business district.

National Analysts Incorporated have already been contracted to proceed with the off-street parking studies at a cost of $14,300. The purpose of the studies is to determine the parking demands particularly for parking of short duration.

TRANSIT MODERNIZATION PLANNED FOR NEW YORK

Complete transit modernization in the nation's largest city has been started by New York's new Mayor, William O'Dwyer, as the first objective of his administration. In a letter outlining the city's financial program, the budget calls for $211,000,000 to be spent in the next three years on subway rehabilitation, and the purchase of new trolley coaches and gas buses for the city's surface lines.

"The old equipment is doing a miserable job of serving the public," said Maj. Gen. Charles P. Gross, the new chairman of the city Board of Transportation. He called for the expenditure of $114,000,000 in 1946 to modernize equipment and power plants.

Major attention will go to Brooklyn's surface lines which will be completely revamped at the cost of more than 20 million dollars. Many of the borough's street car lines will be eliminated by 435 electric trackless trolley coaches which will be purchased at the cost of $6,450,000.

The city's subway will get new cars costing $34,350,000 to replace the present ones, some of which are 40 years old. Station platforms will be lengthened and modernized with new lighting and ventilations. $4,900,000 will be spent on new gas buses for the metropolitan routes.

Lansing's Parking Problem

by SIDNEY A. ANGER, *Member I.T.E.*
Traffic Engineer, City of Lansing

A PARKING problem faced the city officials of Lansing in 1940, and the seriousness of the situation forced the city officials and the City Traffic Commission to launch a study of the problem and submit remedial recommendations.

It was the opinion of the officials that the parking problem is an essential element of the total problem of street and highway transportation. The very causes which created the parking problem are reasons why the problem cannot be entirely solved at the curb, and why the solution lies in making it a public responsibility to see that proper off-street spaces are provided. Where private action can meet the need, it should be encouraged.

The Traffic Commission was requested, by the City Council, to make a thorough study of the parking problem in the central business area and submit a report of its findings and consequent recommendations. It was decided that the survey would be made on the following procedure to determine:

1. Present off-street parking facilities—their location, type, operating costs and revenues, type of patronage and amount of space turnover per day; hourly and all-day rates; ownership.

2. Number and location of curb parking spaces and other parking facilities; time limits on parking; degree of violations and enforcement; average time curb spaces are used regardless of parking regulations.

3. Potential off-street parking spaces; cost of acquiring land and erecting parking decks; and cost of operating new facilities under various conditions, such as private ownership, with and without tax exemptions, under public ownership or under private ownership with public regulation of rates and profits.

After completion of the survey, a report was submitted to the City Council giving in detail the amount of available parking space in the central business district. The report also included a recommendation that the City Council consider the installation of parking meters as a means to effect proper control of the available curb parking space in the central business area.

The City Council, after consideration of the Traffic Commission report, approved the installation of 616 parking meters with the specific provision that all revenues from the parking meters should be used entirely for traffic purposes, rather than for general government purposes. It was the Council's belief that since these revenues are paid by the motorist, the money should be spent to improve traffic and parking conditions for the benefit of those who pay their money in the parking meters. These meters were purchased and installed with operation beginning on June 16th, 1941. The revenue for the fractional year, ending April 30, 1942, was $58,623.80.

In June of 1942, the Traffic Commission recommended to the City Council, that the balance of the originally recommended metered area be approved, and the Council thereupon authorized the installation of an additional 233 meters, bringing the total to 849 meters in operation on July 1, 1942. These additional meters, plus 126 extra meters to be held in storage for possible future expansion, were

purchased for cash out of the first year's meter revenue.

The revenues for the second fiscal year of meter operation, ending April 30, 1943, was $77,691.14. During this time, the country had gone to war and gas rationing had reached the Middle-Western states. With a reduction in the use of automobiles, due to the gas rationing restrictions, it was estimated that parking meter revenue would drop proportionately. This did not prove to be the case in Lansing, however, as the parking meter revenue for the third fiscal year, ending April 30, 1944, was $82,724,46, or an increase of 6 per cent.

Traffic on the city streets was down 25 per cent, based on traffic counts made at master stations which had been previously established. Yet revenue data show more cars came into the business district and the demand for off-street parking facilities had not lessened.

Parking in the vicinity of the industrial plants in the outlying districts became a distinct problem. Streets in the areas were mainly only 36 feet in width and, with cars parked on each side, congestion resulted throughout these areas. Pressure was then put upon these industries to buy up vacant property for conversion into employee parking lots. This was augmented by the ordaining of "No Parking" and time restrictions on these streets followed up by rigid enforcement, which resulted in driving the cars from the streets into the company lots and, again, opening these streets for the normal flow of traffic.

During all the wartime period, with all activities directed toward civilian defense, war production and similar efforts, the matter of off-street parking was temporarily sidetracked. However, the revenue from parking meters continued to increase for the third straight year. For the fiscal year, ending April 30, 1945, the meter revenue totaled $84,084.29, or an increase over the previous year of approximately 2 per cent. It must be remembered that this revenue increased even in spite of the reduction of the number of cars on the road and strict gasoline rationing.

The reader might naturally ask the question as to what disposition has actually been made of all the revenue. Has the money all been used as originally intended for traffic control purposes? The answer is definitely in the affirmative, as evidenced by the figures shown in the following table:

Parking Meter Revenue—June 16, 1941 to April 30, 1945—$303,123.99.

Funds allocated to Accident Prevention Bureau	$ 86,288.00
Funds allocated to Traffic Engineering Division	74,107.70
Funds reserved for Off-Street Parking Project	60,000.00
Funds reserved for Meter Replacement Account	18,253.84
Funds allocated to City Treasurer—Collection Account	12,023.22
Original purchase price of meters in 1941	32,648.00
Purchase price of additional meters in 1942	19,803.23
	$303,123.99

By referring to the above statement, it can be seen that approximately half of the revenue has been used for traffic engineering and accident prevention work. That this investment has paid dividends is definitely reflected by the fact that the City of Lansing received first place in its population group in the 1942 Traffic Safety Contest, sponsored by the National Safety Council; received honorable mention in the 1943 contest; and in 1944 received the Grand Award for all cities entered in the contest. There is definitely no room for argument in the community when meter revenue is spent and produces the results which won the city nationwide acclaim in traffic safety work.

Since this article is intended to deal primarily with the city's program on off-street parking facilities, we now come to that part of meter revenue

allocations which shows an accumulation of $60,000.00 for this specific use. Based on present day values, it is reasonable to assume that very little could be accomplished in a city of 90,000 population, towards the purchase of property in the central business area to be used for parking.

Many problems have faced the Traffic Commission as to the best possible procedure in carrying out the program. First, let us review the types of off-street parking which are available:

1. The open-wall parking structure, with two or three decks above the ground level and one or two decks below ground level.
2. The parking lot, suitable for storage of several hundred cars but requiring considerable ground space in high property valuation districts.
3. The arcade type parking lot, usually cut through the middle of the block with one such lot located at various points on the fringe of the shopping and business district.

Plans have been drawn and presented to the Traffic Commission on the first type of parking facility, by private interests with an estimated cost of construction of $450,000.00. The financing of such a structure would be handled by yearly allocations from parking meter revenue plus such funds as would be available from the renting of storage space in the structure. When the cost of the building has been liquidated, of course, parking should be on a no-charge basis.

It should be kept in mind, however, that such a structure must be close enough to the central business area to get good usage from the car driver. It has been found in the smaller community that three or four blocks is about the limit that a parker will walk to transact his business.

Of the other two types of lots mentioned, the city has completed one small lot of 50 car capacity located on the outer fringe of the business district and has under consideration other locations closer in, which will eventually be purchased and developed for an overall off-street parking program.

The answer to the parking problem is yet to be fully worked out. Future increases in city traffic will require drastic reductions and control of curb parking spaces. The off-street parking terminal, built in direct relation to facilities for bringing traffic downtown and moving it out again, is about the only alternative to continued decline of the central business district.

Now is the time to make the surveys and plans, acquire the land, arrange for public or private financing, and prepare for actual construction.

Public Safety

PLAN ELEVATED HIGHWAY TO EASE SEATTLE TRAFFIC

The Seattle, Wash., city council recently passed a resolution clearing the way for condemnation of property for construction of an elevated highway on Alaskan Way to remedy increasingly acute motor traffic problems by providing a through route from the downtown district to the city's outskirts.

When completed, the elevated roadway will be a double-deck structure, with four lanes for traffic on both levels. The lower deck only will be constructed in initial phases during 1947-48, at an estimated cost of $3 million. The route will start at Dearborn St., on First Avenue South—main highway into the city from the south—and extend to the junction of Virginia St. and Armory Way on the city's waterfront; thence to First Ave. and Wall St., where the elevated section ends.

The roadway, however, will be continued to Aurora Ave., main highway leading to the north.

Engineering News Record

Off-Street Parking

EDITOR'S NOTE: A quick view of 24 cities throughout the nation.

UNDERGROUND off-street parking facilities, some form of municipal traffic control to coordinate the activities of city departments and other organizations dealing with traffic problems, the use of parking meters, were subjects discussed in a survey of traffic conditions and solutions in 24 of the nation's largest cities completed recently by the Commerce and Industry Association of New York, for the purpose of making recommendations to the New York City Council for solution of traffic problems.

The report revealed that San Francisco has a 1,700 car parking garage, four stories in depth, beneath a city park in the business area. Its capacity is equal to 52 miles of curb space. Private capital leased the subterranean land area, at a $5,000 annual rental and pays an additional $15,000 property tax a year to the city. A separate corporation operates the garage.

Detroit has voted to construct a 1,000-car garage beneath a city street to be municipally operated. Los Angeles is considering the construction of a 2,700-car garage beneath a local park, the report says.

Cleveland permits parking of 700 cars in an underground exhibition hall, when the space is not otherwise occupied. Surveys conducted in these cities prior to the construction of these garages emphasized the imperative need for off-the-street parking facilities to prevent the decentralization of city activities and the resultant decrease in property values.

The cities surveyed, with the exception of Memphis, admit a serious traffic problem today, varying in degree. The cities all report that this condition is accentuated by narrow streets and claim 21 to 1, they lack off-street parking facilities.

Cities report 17 to 3 that their problem is accentuated by concentration of trucks in their busy areas, and further state 14 to 9 that pedestrian cross-walk congestion impedes traffic. There is little congestion at piers, with substantially more at railroad terminals.

It is interesting to note that five out of 19 cities report they have tried a limited number of overhead pedestrian cross-walks with varying degrees of satisfaction. Newark has building laws to compel truck loading within the building line and Pittsburgh requires a limited amount of night delivery of merchandise.

Here are summaries of the situation in 24 cities:

CHICAGO

Has several overhead pedestrian crosswalks which it is using with excellent results. Open air parking garages are operated by Park District. Uses no parking meters.

Street Traffic Commission's duties are prevention of accidents and facilitation of movement of traffic throughout the city. It is directed to consider any proposed action of any city department, private citizens, public officials, or agency affecting traffic and to make recommendations and formulate general policy for all city departments where traffic is affected.

PHILADELPHIA

Feels that ownership and operation of off-street parking facilities by the

municipality is not the proper answer to its problem. Favors the introduction of parking meters. There are none now.

Board of Traffic Engineering has a staff of 90 employed on traffic problems. The council has named a Committee for Relief of Traffic Congestion. It is expected to recommend creation of no-parking areas within the business section, truck loading and unloading schedules and a plan to create more off-street parking facilities and stricter enforcement of present laws.

BOSTON

Considering (1) Construction of a two-level express central arterial highway through downtown streets, bypassing congested areas; (2) Constructing off-street parking facilities as a municipal function; (3) Truck terminal in out-lying section.

DETROIT

Poorly located private garages have not done well. A charter amendment gives council power to finance, maintain and operate parking facilities. Has a Municipal Traffic Control Authority.

CLEVELAND

Major project is the development of an integrated public rapid transit system, with provision for adequate subways, trackless trolleys and buses, using the most modern equipment to relieve downtown traffic congestion and speed transportation. City has no municipal traffic control commission or similar body.

KANSAS CITY

Parking meters used, but has no prohibition against parking in the streets. Only city reporting that has a gasoline tax, the revenue from which is used to maintain streets. Does not have a municipal traffic control commission.

PITTSBURGH

Parking meters in use. Has three overhead pedestrian crosswalks which are not very successful. Compels night time deliveries of coal in downtown business district. Prohibits parking in congested areas. Has a 500-car capacity parking garage on city-owned wharf. Charge is 15 cents per day.

MINNEAPOLIS

City is planning: (1) Post-war underpasses; (2) Municipal multiple-level parking garages to be financed by assessments upon surrounding property.

SAN FRANCISCO

Chamber of Commerce urges construction of more and smaller Union Square garages. Some congestion at piers and railroads. Waterfront land set aside for parking. Operates no parking meters. Prohibits parking in most congested area, permits parking on one side of street only in others. It is proposed to prohibit trucks from stopping on certain streets after 4:30 p. m.

LOS ANGELES

Some pedestrian under-street subways for school children. Uses no parking meters but restricts parking in most congested area. Has some overhead and below-ground traffic crossings financed by state, county and city funds, and by railroads.

Non-profit parking association to operate parking facilities. State law permits formation of a parking district. This is just beginning to operate.

BUFFALO

Parking meters work fairly well. Prohibits all parking in retail area.

ROCHESTER

Operates parking meters mainly in shopping areas. City is in process of purchasing a municipal parking lot.

HOUSTON

Has pedestrian control, with walk lights. Has great need for public garages. Operates parking meters. Recommends that trucks make deliveries in early morning.

NEWARK

This city operates parking meters and receives part of the gasoline tax

revenue for state highway system operating through city. Off-the-street parking facilities in business section are being planned.

ATLANTA

Is sponsoring continuation of staggering working hours by business firms and schools. Chamber of Commerce recommends a new jay-walking ordinance be enforced and the creation of a traffic engineering bureau for planning. No parking meters.

MEMPHIS

Has parking meters. Parking is prohibited in most congested area and one side of street parking provided in others.

PROVIDENCE

State does not contribute any part of its gasoline tax to the city. No parking meters in operation.

NEW ORLEANS

City prohibits parking on one side of street only. A small part of the state gasoline tax is apportioned among the counties. No parking meters in operation.

SEATTLE

Overhead viaduct to divert traffic from ground level at railroads and piers is recommended. Maintains some garages for city officials, but none for the public. Parking meters are used in the downtown section.

Below-ground traffic crossings financed by gasoline tax and assessments. Cities receive 41 percent of state gasoline tax which is used for relief of traffic congestion together with revenue from parking meters.

TOLEDO

Uses parking meters, and has no other prohibition against parking in main business section. State gasoline tax is apportioned as follows: 18¾ per cent to municipalities in the state; 16¼ per cent to counties; 8¾ per cent to townships; balance to state.

INDIANAPOLIS

One-way streets and construction of underpasses under railway crossings being considered. Is planning to install 1,500 parking meters. Unprofitable buildings are being razed and lots used for parking. Operation by private enterprise. City planning commission is working on off-street parking. Chamber of Commerce Safety Council is recommending street to front door deliveries and operation of one-way streets during rush hours.

ST. PAUL

Receives $500 per mile for 52 miles for maintenance of state trunk highways within city limits. Operates no parking meters.

SAN ANTONIO

Uses parking meters. Prohibits parking in main business section and provides for parking on one side of street in other congested areas. Receives no revenue from state tax.

OAKLAND

Pedestrians tying up street crossings. Considering new building laws to compel loading and unloading platforms within buildings and construction of public garages.

Mass Transportation

McEACHIN ELECTED PRESIDENT OF A.A.M.V.A.

Hon. Malcom McEachin, Secretary of State and Vehicle Commissioner of Nevada, was elected President of the American Association of Motor Vehicle Administrators during the annual 1945 conference of the Association in Chicago on November 16th. President McEachin is the 3rd President of the Association from this particular region. He is well equipped to assume the leadership of the Association and its program of progress in motor vehicle administration and traffic accident prevention. He has served both as regional vice president and regional president, as well as serving as 2nd vice-president of the Association in 1943 and first vice-president in 1944.

Traffic Training in the F.B.I. National Academy

by JOHN EDGAR HOOVER

Director, Federal Bureau of Investigation, United States Department of Justice

APPROXIMATELY 35 per cent of the police officers attending the FBI National Academy hold executive positions in their respective departments. These men desire administrative training in traffic law enforcement since this represents one of the major problems of most police organizations. The problem of motor vehicle traffic in law enforcement has long been recognized, and traffic training has always been a part of the course of instruction in the Academy.

In view of the increasing importance of traffic accidents and congestion and the fact that these matters require a large percentage of police personnel and equipment to deal with them effectively, the Academy in 1942 expanded its course in traffic law enforcement to three weeks.

The course of instruction is not planned to develop traffic specialists. Its purpose is to give the officers attending the Academy a broad knowledge of traffic problems and techniques so as to enable them to evaluate traffic conditions and needs in relation to all other police responsibilities. The need for such a broad knowledge is accentuated by the public demand for the handling of traffic problems by police.

The traffic problem is now serious but with the return to normal times and the full production of automobiles it will become increasingly more serious. Given the necessary information through modern training facilities, law enforcement agencies will eagerly apply preventive techniques to traffic and highway transportation problems confronting their communities. In addition to being furnished information on traffic subjects which will equip them to do a thorough and sound administrative job, the men are also trained in the establishment and operation of balanced local training schools for all members of their departments.

Objectives

The curriculum at the Academy includes every subject necessary to an understanding of traffic law enforcement. Most of the training is of a very practical type. Lectures are followed by actual field work and class problems to afford an opportunity for each officer to become thoroughly acquainted with each subject presented. Panel forums and conferences in which the students take part are held frequently.

One objective of the traffic course of the FBI National Academy is to develop an appreciation for the three E's: Engineering, Education and Enforcement. The officers attending the course are taught that each of the three E's is essential to a successful traffic safety program.

Special attention is given to the engineering phase of highway safety. Many of the problems of traffic cannot be solved by education and enforcement. Police engaged in traffic work must be able to recognize hazards and realize that they present an engineering problem. To emphasize the recogni-

tion of those things which require engineering improvement, roadway hazards such as blind intersections or dangerous pedestrian crossings are studied. By this method the officers in attendance are trained to recognize these problems and to present them to the agency within the local government which is responsible for the correction of these conditions.

Accident Records Stressed

The importance of accident records to traffic safety is gone into thoroughly. The procedures of organizing, filing and using accident data are studied. During the course of these lectures the value of the maintenance of good records and the preparation of good reports as an aid to the study of accident hazards by engineers are stressed.

The course also includes a study of those activities which may be performed either through the process of enforcement or by proper engineering. The correct preparation of collision and condition diagrams and the collection of facts from speed, volume and observance studies are covered. In addition the utilization of these factors in determining the causes of accidents and the methods of eliminating these causation factors are included in the curriculum.

In order to demonstrate the practices mentioned, actual surveys are conducted, high accident locations are studied, accident reports are analyzed and recommendations for improvement are prepared. Consideration is also given to the standards adopted for signs, signals and pavement markings. A full discussion is held with respect to when and how such devices should be used and what devices best fill the requirements of any particular location or condition.

The regular training staff of the FBI Academy is augmented by practicing traffic authorities and outstanding experts in the various fields of highway transportation and traffic control. Members of the regular training staff of the FBI, technical experts of the FBI Laboratory and other staff members participate in the lectures, panels and field work.

Traffic Model Used

For the purpose of study a large traffic model eight feet by twenty-four feet in size depicting typical urban, suburban and rural areas has been built to a scale of one inch to ten feet. This model, constructed by the Cartographic Section of the FBI from basic plans prepared by the traffic instruction staff, attracts widespread attention. Standard traffic control devices, modern roadway design practices, intersection channelization, traffic regulations, and all conceivable traffic situations can be readily and clearly demonstrated for class or individual study. Conditions which represent both good and poor traffic control techniques are to be found on the model. Because of its size, special buttons for operating flashing lights at various locations throughout the model have been provided to aid the instructor in calling the attention of the class to a particular location which is being discussed. Standard signs, signals and mechanical control equipment have been procured and mounted for operation in another room devoted to traffic instruction. These include fixed-time and vehicle-actuated signals, flashers, plain and reflectorized signs, various types of marking materials, and illuminated signs. All of these devices are employed in various class problems and demonstrations.

Visual Aids

Movies, slides and sound films have been procured for use in illustrating many traffic subjects. Several interesting films have been procured from state and local police departments showing their traffic activities. Photographs from files of the FBI, from the United States Public Roads Administration, from the Yale Bureau of Highway Traffic and from law en-

FBI 10-19
Model City used at the FBI National Academy, Washington, D. C., during discussions of raid, arrest, traffic and related problems.

forcement agencies have been utilized in the preparation of extensive visual aids.

All members of each class are required to aid in the planning and the investigation of traffic accidents. In this way they are given firsthand experience in the application of techniques taught in the classroom. Complete kits of equipment needed for accident investigation are available for the use of the class.

Field Trips

A field trip to the District of Columbia Department of Motor Vehicles and Traffic is made. Traffic about Washington, D. C., is studied for the purpose of seeing in operation various types of traffic control devices and equipment, motor vehicle terminal facilities, roadway channelization, and general activities in traffic direction. These studies are made possible through the cooperation of the Director of Motor Vehicles and Traffic in the District of Columbia.

Another field trip is made to the Traffic Division of the Metropolitan Police Department, Washington, D. C., to observe traffic records and physical facilities.

Other Facilities

A large collection of reference material including books, reports and pamphlets has been made available in a special traffic library. Facilities of the FBI Laboratory are utilized in many aspects of traffic instruction. Intoxication tests, evidence in accident cases, especially hit-and-run, and speed measuring devices are but a few of the items provided by the Laboratory in the traffic course.

In addition, the other two E's of traffic, Education and Enforcement, are thoroughly studied with the intent that education will enable the officers to encourage the public to

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walk and drive safely and to use the streets and highways to full advantage without causing or becoming involved in accidents. The studies include proper methods of enforcement of the rules and regulations indicated by the control devices studied and those required by law.

By the employment of this wide range of teaching methods, aids and reference materials, it is possible to demonstrate all the better techniques and to give the officers firsthand knowledge of the practices of the law enforcement agencies of the nation. Additional materials are being developed and every effort is exerted to provide a course in traffic training which will assist the police in utilizing their men, equipment and other resources to the fullest extent in controlling and abating the problems created by motor vehicle traffic.

NEW GENERAL ELECTRIC MOVIE "LIFESTREAM OF THE CITY" NOW AVAILABLE

Produced to illustrate to city officials, city planning agencies, and the general public the benefits of a well-planned, efficient public transit system is the new all-color General Electric sound movie "Lifestream of the City." The movie is now available to civic and business organizations, schools, colleges, and transit and power companies.

G. W. Wilson, manager of General Electric's Transportation Divisions, introduced the movie at its premiere in New York on January 31, when it was shown to a group of business paper editors. The need to tailor a transportation program to the individual community was discussed by E. E. Kearns, manager of the company's Local Transit Division.

Mr. Wilson said that traffic congestion is slowly strangling downtown business life, and added that "We are now at the point where we must either stop talking and playing around with this traffic problem and really do something about it or face the economic strangulation of the downtown congested areas."

There are two schools of thought for remedying this situation, Mr. Wilson continued. Either city street space can be expanded until it will accommodate everyone who wants to ride in an automobile, or existing streets can be used more efficiently by the co-operation of the citizens in more general use of transit vehicles.

Discussing the first method, Mr. Wilson remarked: "One modern trolley coach line will carry as many people downtown as three 4-lane freeways for automobiles. Imagine the added cost and complication of shoving all the buildings along the route back far enough to make a street 120 feet wide, when one 20-foot lane can serve the same purpose.

"We believe that the second method, that of co-operating to use existing street space more efficiently, is the only practical method yet devised," Mr. Wilson continued. "The most efficient use of street space immediately spotlights the public transit system—the subways, the street car, the trolley coach, and the bus — for they use street space seven times as efficiently as the automobile, to say nothing of completely eliminating the parking problem."

"Lifestream of the City" uses vivid animated charts and colorful action to show that healthy public transit is indispensable to the prosperity of community life, business, and municipal

government. In addition, it proves that up-to-date public transit vehicles, rather than private automobiles, are the backbone of urban transportation. It points to the modern transit vehicles as economical, permanent solutions to transportation problems.

In a non-technical manner the film shows why the value of property depends upon its accessibility to people; why people move out of the city when they cannot freely move about within the city; how traffic congestion increases and accessibility is reduced as more people move about in private vehicles; how improper application of super highways defeats their purpose; and why street space is used more efficiently by public transit vehicles.

Mr. Kearns pointed out that each community must weigh its transportation requirements in the light of its own particular traffic conditions. "For very heavy trunk surface lines requiring the handling of the heaviest street loads," said Mr. Kearns, "the modern PCC car can most economically provide the service. Where rush-hour headways of 2 to 10 minutes on surface streets are required, or where passengers per hour at the peak points range from 400 to 2,000, the trolley coach can provide the most economical service. Where trolley coach lines converge in the central city areas, this vehicle can handle up to 10,000 passengers per hour." A thorough understanding of the part that organized transit can play in relieving the transportation problems, he added, will help greatly in coping with them.

A production of the Raphael A. Wolf Studio in Hollywood, "Lifestream of the City" took a year to complete. All settings are authentic and represent many installations in cities throughout the country. The film is 20 minutes in duration and can be used on sound-equipped 16-mm projectors only. It may be obtained by writing General Electric's Visual Instruction Section, Schenectady, N. Y., or by inquiring at the nearest G-E office.

Facts and Figures From "Lifestream of the City"

Public Transit Conserves Parking Space

Every automobile requires 240 square feet of parking space.

The average peacetime load of an automobile is 1¾ persons.

Therefore, 140 square feet of parking space is needed for each passenger.

If all the workers in any office building came to work in automobiles, the parking space required would just about double the size of the building, or require another building of equal size.

Public Transit Conserves Street Space

It would require 29 automobiles to carry 50 seated persons. These 29 automobiles would fill a street the length of a city block. Yet these 50 persons could all ride in one public transit vehicle, occupying comparatively little street space.

Each person in a moving automobile uses 500 square feet of street space, but needs only 70 square feet of street space riding in a public transit vehicle.

One street with three lanes of automobiles only, can move 3,700 persons per hour. The same street, with two lanes of automobiles and one of surface cars, can move 15,630 persons per hour. This increase is possible because 86 per cent of these people will be carried by the public-transit vehicle.

Rapid-Transit System

One subway transit line can carry 100,000 passengers per hour in one direction on two tracks. To carry the same load in automobiles would crowd to capacity twenty 4-lane elevated highways.

PCC Car

One street car line can move 13,500 people per hour. To carry the same load in automobiles on city streets would require 9 traffic lanes. The PCC car can carry more than twice the average load of automobiles.

Trolley Coach

For the great number of medium-size cities the trolley coach, or trackless trolley, is the ideal transit vehicle. It can carry 10,000 passengers per hour in one direction at the busiest times on each line.

Motor Bus

The motor bus is the proper vehicle for use on light traffic lines, on feeder lines from outlying suburban districts, or in areas beyond electrification.

NEW EXPRESS BUS SERVICE POPULAR IN ST. LOUIS

Promptly at 7 o'clock Monday morning, November 12, 1945, five St. Louis Public Service Company buses, their blue flags flying, rolled away from their starting points on five Public Service routes, and fast express service was in operation in the Greater St. Louis Area.

Since that morning, the new fast service, which saves from 14 to 34 minutes a day in travel time between the outlying city residential districts and the central downtown business area, has proven itself to be tailor-made to meet the growing need for faster city transit service in St. Louis.

The express service was offered as one of five post-war steps to improve the city transit system. The other steps were: Replacement of war weary vehicles with new buses and street cars; extensions of certain routes; chartered bus service and replacement of street cars by buses on eight routes.

The express proposal was filed with the Board of Public Service of the City of St. Louis and the Missouri State Public Service Commission on October 9, 1945, and was passed on November 6, 1945. Six days later the express service went into operation on the five lines proposed. It was popular from the very first day, so popular, in fact, that shortly after its inauguration ten buses had to be added to the original forty-one to meet the demand for faster transportation.

Express buses follow the same routes as local buses and add approximately 3,800 miles of bus operation to the city transit system daily. The five express routes fan out from the central downtown business district to the residential areas. In the peak traffic hours, from 7 to 9 in the morning and 4:30 to 6 in the evening, express buses run at 7 to 10 minute intervals. In the off peak hours, express service is every 20 minutes.

Fares for the express service are ten cents cash or a $1.50 weekly pass which is good on all Public Service lines. For children over 5 and under 12, the fare is five cents cash. Transfers are not issued nor accepted on express buses and tokens and other Public Service passes cannot be used.

Existing fares for all other Public Service lines are ten cents cash, tokens at the rate of four for thirty-five cents, or a pass. The passes include a $1.25 weekly pass, a seventy-five cent weekly shopper-theater pass, a fifty cent weekly school pass and the twenty-five cent Sunday and holiday pass.

Express buses make all the stops in the outlying residential areas and in the downtown business district, and limited stops in the intermediate areas. Special express bus stop signs, which have white letters on blue background appear, together with the regular green and white local signs, wherever express

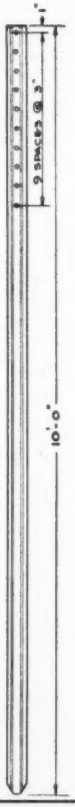
THE HUNT COMPANY · MICH · EST. 1920 · DETROIT 21

HIGHWAY SIGNS
STREET NAMES
PARKING SIGNS
STOP SIGNS

CATALOGUE ON REQUEST

All signs embossed on U. S. Standard 16 gauge Steel. Baked-enamel Colors.

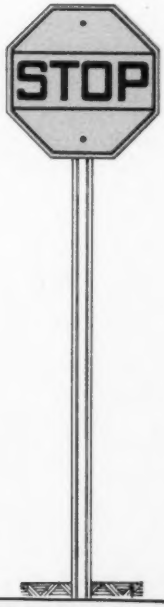
PROMPT DELIVERY OF ALL ORDERS



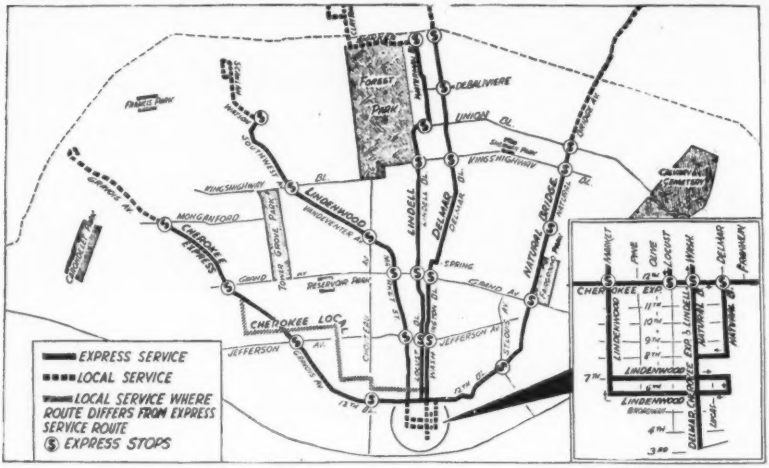
POSTS

STANDARD HIGHWAY SIGN POSTS

7 ft., 6 in.
10 feet
12 feet



The Hunt Company, 2405 W. McNichols Road, Detroit 21, Mich.



St. Louis Post Dispatch

Routes of Express Bus Lines in St. Louis.

buses stop. Each express bus is identified by two blue flags in front on which appear, in white letters, the word "EXPRESS", and by a red and white route sign instead of the usual black and white route sign used on locals.

From the very start, the express bus service has been backed by the press, civic organizations, clubs, business leaders, professional men and the public generally. Typical editorial comment follows:

"Public Service Company is to be congratulated on presenting a proposal which ought to give St. Louis about as good a local transportation system as possible."—*St. Louis Star-Times.*

★ ★ ★

140 MILLION POPULATION SEEN FOR U. S. IN 2000

Looking ahead to the turn of the century, a Pennsylvania State College professor predicts a stable American population approximating 140,000,000.

According to Dr. Walter Coutu, associate professor of sociology, the population will continue to increase until an all-time high of 155,000,000 is reached in 1970 or 1980. After that, he believes, the trend will be downward until the 140,000,000 mark is reached.

"A small, well cared for, well educated population will make the nation stronger both nationally and internationally," Dr. Coutu said, explaining that the tendency toward smaller families offers no cause for alarm.

The decreasing birth rate, he said, is the result of urbanization and constant striving to raise living standards. Another contributing factor, he added, is the apparent reluctance of many adults to sacrifice personal freedom for a family.

CAR-TO-CAR PHONE ON WAY

"Hello, Mabel. I'm driving past Joe's Delicatessen. Shall I bring up two pounds of sausage?"

This type of domestic chat, from a man in his car to his wife at home, will soon be fairly common, it was learned today.

The American Institute of Electrical Engineers made public the new invention, by which a motorist dials his home telephone, or the phone of a friend in another car.

It's selective two-way radio communication, on the 152-162 megacycle high frequency band, and is now successful up to a 50-mile range.

NEW CLASS STARTS AT NORTHWESTERN TRAFFIC INSTITUTE

Twenty-eight municipal and state police officers from 15 states and China began a four and a half month course in traffic police administration at the Northwestern University Traffic Institute, on February 4th.

Fifteen of the 28 students are veterans of the armed forces.

The police officers are attending the course on fellowships and scholarships provided by the Kemper Foundation for Traffic Police Training, Chicago, and the Automotive Safety Foundation, Washington, D. C.

The purpose of the traffic police administration course is to provide policemen with training which will (1) acquaint them thoroughly with the fundamentals needed in today's traffic policing; (2) enable them to plan and administer effective traffic control programs, and (3) equip them to instruct their fellow officers in any phase of traffic police work.

The police officers were welcomed by Franklin M. Kreml, director of the Traffic Institute; Norman Damon, vice-president of the Automotive Safety Foundation and James S. Kemper, president of the Kemper Foundation for Traffic Police Training.

The Northwestern University Traffic Institute has received a grant of $20,400 for 1946 from the Kemper Foundation for Traffic Police Training, Franklin M. Kreml, Institute director, announced.

This grant is in addition to that provided annually by the Kemper Foundation for 16 fellowships and 16 tuition scholarships for municipal police officers to attend the Institute's courses in traffic police administration.

The new funds will be used to give post-graduate assistance to former students of the course in traffic police administration, as well as provide course expansion.

TRAFFIC ACCIDENTS

The National Safety Council reports that the nation's 1945 motor vehicle death toll of 28,500 was 17 per cent greater than the total of 24,282 in 1944—but it still was 11,500 below the all-time high of 39,969 established in the pre-war year of 1941.

The December, 1945, traffic death total was 3,480—a 27 per cent increase from December, 1944.

In addition to the fatalities, 1945 traffic accidents caused approximately 1,000,000 non-fatal injuries, of which about 80,000 left some permanent impairment.

The direct economic losses resulting from 1945 traffic accidents are estimated at $1,450,000,000. This includes wage losses, medical expenses, overhead costs of insurance and motor vehicle property damage.

Approximately 15,200 of the 1945 traffic deaths were to workers. This is 15 per cent more than in 1944. There were 550,000 non-fatal injuries to workers. The figures include accidents both on and off the job.

Vehicle mileage in 1945 is estimated at 16 per cent above 1944, but 25 per cent below 1941.

Of the 44 States which reported their complete motor vehicle death toll for the year, three had decreases from 1944, and 41 had increases. The three States showing reductions were:

South Dakota—21%.
Mississippi—1%.
Delaware—1%.

The regional changes in deaths in 1945 from 1941 and 1944 were:

	1941-45	1944-45
North Atlantic	−36%	+11%
South Atlantic	−36%	+11%
North Central	−37%	+14%
South Central	−33%	+ 9%

Mountain	−23%	+43%
Pacific	− 4%	+38%

The death total for all cities is estimated at approximately 10,600—a 25 per cent drop from 1941 and no change from 1944.

Rural deaths totalled 17,900, a decrease of 30 per cent from 1941, but an increase of 30 per cent over 1944.

Deaths in 391 reporting cities during 1945 showed an increase of 13 per cent from 1944 and 17 per cent decrease from 1941. Fatality trends in cities of different populations in 1945 compared with 1941 and 1944 follow:

	1941-45	1944-45
All reporting cities	−17%	+13%
Over 500,000	−22%	+15%
250,000-500,000	−0.3%	+12%
100,000-250,000	−18%	+13%
50,000-100,000	−17%	+ 3%
25,000-50,000	−23%	+12%
10,000-25,000	−14%	+15%

Among cities with more than 250,000 population, Oakland, Calif., had the largest reduction in fatalities—28 per cent below 1944. Newark, N. J., was second with a 23 per cent drop, and Boston was third with an 18 per cent decrease. The following cities in this size classification showed reductions from 1944:

Oakland, Calif.	−28%
Newark, N. J.	−23%
Boston, Mass.	−18%
Buffalo, N. Y.	−17%
Birmingham, Ala.	−16%
Atlanta, Ga.	−13%
Houston, Tex.	− 7%
Indianapolis, Ind.	− 4%
Rochester, N. Y.	− 4%
Philadelphia, Pa.	− 2%

Forty cities of 10,000 population or more completed the year without a traffic death. Evanston, Ill., with a population of 65,400, was the largest city to achieve this record. Salem, Mass., was second and Newport, R. I., was third.

Leading cities in the six population groups for 1945, on the basis of the number of traffic deaths per 10,000 registered vehicles, follow:

	Reg. Rate
Over 500,000 Population	
Milwaukee, Wis.	4.0
Detroit, Mich.	4.0
Buffalo, N. Y.	4.0
250,000-500,000 Population	
Providence, R. I.	2.0
Rochester, N. Y.	2.7
Minneapolis, Minn.	4.2
100,000-250,000 Population	
Trenton, N. J.	1.1
Wichita, Kans.	1.3
Evansville, Ind.	2.3
50,000-100,000 Population	
Evanston, Ill.	0.0
Passaic, N. J.	1.0
Medford, Mass.	1.1
25,000-50,000 Population	
Wauwatosa, Wis.	0.0
Newport, R. I.	0.0
New London, Conn.	0.0
10,000-25,000 Population	
Janesville, Wis.	0.0
Morgan, W. Va.	0.0
Walla Walla, Wash.	0.0

★ ★ ★

STUDENTS HELP GATHER TRAFFIC DATA

Fifty Pawtucket, R. I., high school students recently assisted in gathering data which will be studied by traffic engineers for the purpose of submitting recommendations for improving traffic and parking conditions in Pawtucket. The students, all enrolled in the school's safety driving courses, first were used in the city's downtown section to tabulate the direction of travel of automobiles and trucks on various thoroughfares. They were later put to work tabulating traffic volume at spots where accidents have occurred. In making their tabulations the students asked no questions of motorists. The traffic data they assembled will be used to supplement an earlier origin-and-destination survey and a more recent Federal-State parking survey.

—Police Chiefs' Newsletter

An Improvement the Voters Can See

TODAY good street lighting is so much a part of good living that no one who owes his present or future position to the will of the people should overlook its tremendous potentialities.

The attention which was focused on gloomy streets by war-time brownouts; the appalling rise in night-time traffic accidents which has followed so swiftly after peace; the increasing public clamor for better living conditions 'round the clock . . . all call for municipal action.

If your town is not already among those progressive communities that have inaugurated programs of street lighting improvement, two simple steps are immediately indicated.

First—have a thorough survey made of your current and anticipated needs.

Second—with a program based on the findings of such a survey, go before your town council and point out how adequate street lighting pays big dividends in reduced accidents, fewer crimes, greater civic pride, higher real estate values, and greater retail activity.

You'll find it's just as easy — or easier to gain support for adequate street lighting as it is for other civic benefits . . . *and good street lighting is an improvement the voters can see!*

—o—

The Street and Traffic Safety Lighting Bureau, 155 East 44th St., New York 17, N. Y.

GOOD STREET LIGHTING • THE SIGN OF A GOOD PLACE TO *LIVE!*

Gen. Knudsen Returns To General Motors

The board of directors of General Motors Corporation recently elected Lieut. Gen. William S. Knudsen a member of the board, from which he had resigned Sept. 3, 1940, after having entered the service of the government in the national defense program. At that time Lieut. Gen. Knudsen severed all his official relations with General Motors, including the presidency and membership on the corporation's policy and administration committees.

Alfred P. Sloan, Jr., chairman of General Motors, in making this announcement, said: "We most enthusiastically welcome back Gen. Knudsen as a member of our board of directors after his splendid contribution to the national defense and war programs. He cannot be too highly praised for the unstinting use of his talents and energies in the national emergency, as a member of the National Defense Advisory Commission, Director General of the Office of Production Management, and as a lieutenant general of the United States Army, serving both as director of production for the War Department and as director of the Air Technical Service Command."

The board of directors also elected Col. Graeme K. Howard a vice president of the corporation. Mr. Howard resigned as vice president in charge of overseas operations on March 2, 1942, to become deputy chief, Motor Transport Division, Quartermaster Corps, United States Army. In February, 1944, he was ordered to England for service with Supreme Headquarters Allied Expeditionary Forces. Col. Howard, after three and one-half years' service with the Army, was placed on inactive duty and returned to General Motors on Aug. 1 as European regional manager.

Ship Arrivals, Departures Again Being Published

To help reconstruct peacetime foreign trade to record proportions, arrivals and departures of all merchant ships operating in the Atlantic are now again being published, and a new post-war guide to "World Trade Routes" has just been issued by *The N. Y. Journal of Commerce.*

Publication of ship movements to and from Europe, West Africa and most of South America has just been given the green light by the Office of Censorship. It restores to American business men with overseas dealings a feature *The Journal of Commerce* has carried for the past 118 years except for intervals of censorship during World Wars I and II. In the early days of ship news reporting, carrier pigeons and fast clipper ships were utilized by the paper to speed the news of foreign arrivals.

A complete survey of available vessels, number of monthly sailings and ports of call in each of the principal ship routes of the world has been gathered in the "World Trade Routes" pamphlet. It traces the wartime fates of the world's merchant ships—from blue ribbon liners to the lowly tramps — and their contemplated peacetime uses. Copies of "World Trade Routes" may be obtained for 25 cents each from *The N. Y. Journal of Commerce,* 63 Park Row, New York 15, N. Y.

★ ★ ★

START OF COLLECTIVE BARGAINING

In 1786, a year before the Constitution of the United States was drafted, some Philadelphia printers struck for a $6 a week wage. That was the beginning of the American labor movement for collective bargaining, as described in a Twentieth Century Fund survey. Five years later Philadelphia carpenters struck for a ten-hour day which they failed to get.

P . . . and LOOK!

EMBOSSED SIGNS
REFLECTORIZED

in 3½ minutes—right in your own shop!

That's right—and we'll prove it to you by actual demonstration of the sensational new "SCOTCHLITE" Vacuum Applicator. With this simple machine you can reflectorize any type of embossed sign—new or old—in just 3½ minutes.

Write today and arrange for an early demonstration in your own shop. See how easy it is to make 24-hour visibility signs with the "SCOTCHLITE" Vacuum Applicator. See how "SCOTCHLITE" street and highway signs can promote greater safety, help reduce accidents. Find out how you can save money, do a better, faster job of sign making with a "SCOTCHLITE" system in your own sign department.

WRITE DEPT. TE3, FOR FREE DEMONSTRATION!

"SCOTCHLITE" available in rolls for easy application to new or used signs, or in ready made signs for immediate installation.

"SCOTCHLITE" bulk beads are available for highway center line striping.

OTCHLITE
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TIVE SIGN MATERIAL

NNESOTA MINING & MFG. CO. Saint Paul 6, Minn.
THE 3M COMPANY

MIAMI BEACH ADOPTS FOUR-POINT PARKING PROGRAM

Under a new four-point parking program adopted recently by Miami Beach, Fla., parking stations will be established at intervals on main business streets where bonded attendants will take charge of cars for those desiring the service and park them in city parking areas, the International City Manager's Association reports.

The four-point parking program was adopted with the aim of providing adequate parking space in all commercial and multiple-family areas in Miami Beach.

Miami Beach's parking problem is made particularly acute by the tremendous increase in population during the winter months. The acuteness of the problem is indicated in part by the fact that the city has 22,000 hotel rooms and 10,000 apartment units largely occupied during the winter by people who arrive in the city by automobile. More than 100,000 cars enter and leave the city each day over the three causeways which afford access to the city.

The four steps of the program are as follows:

1. The city will utilize for parking purposes property already owned by the city in close proximity to the business district. The first step is now under way on the municipal golf course where provision is being made for parking 400 cars; this project will be extended as need arises to accommodate 1,000 cars. Tracts owned by the city in other areas will accommodate approximately 900 cars.

2. The city will acquire by purchase off-street parking areas in sections where city-owned property is not now available. This will be done on a limited experimental basis if a proposed bond issue, to be submitted to the voters within the next 60 to 90 days, is approved.

3. Parking stations will be established which will be about two blocks apart with closer intervals in the more crowded areas. Not only can drivers leave their cars with attendants at a particular station for parking, but they can call for their cars at any one of the stations. A nominal charge will be made for the special parking service. It is expected that street parking may be eliminated in locations where this plan is in operation.

4. Parking meters will be installed on business streets near the ocean and on other business streets where off-street parking has been or will be provided, and in off-street parking areas. The meters will be installed only for the purpose of regulating traffic and making possible the efficient use of parking space.

Public Administration Clearing House

★ ★ ★

PRIVATE STUDY OF MUNICIPAL FUNCTIONS

In Philadelphia, public works, police and fire protection, health, welfare and other activities of the city will be studied by a private, nonpartisan agency at a cost of up to $10,000. The estimated cost of all future public improvements now programmed and the recurring cost of maintenance and operation of all essential city operations will be scrutinized in the survey, which will be submitted to the city planning commission for appropriate action.

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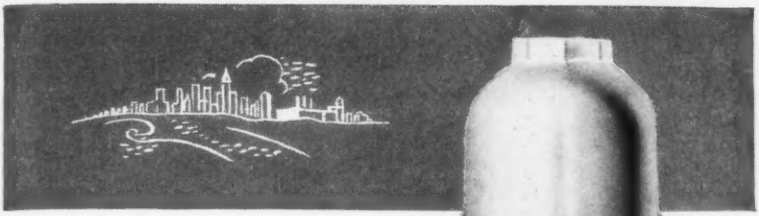
DOES DISTRIBUTION COST TOO MUCH?

On the average, it costs more to distribute goods in the United States than it does to make them, according to the Twentieth Century Fund's survey "Does Distribution Cost Too Much?" Fifty-nine cents of your dollar pays for distribution, forty-one cents for production.

Does Your CIVIC PRIDE Go Down with the Sun?



Relight all your streets with . . .

FORM 79

Important as it is, traffic safety at night is only one of the civic benefits that come with better street lighting. Well-lighted streets, like well-lighted homes, give visitors a feeling of welcome. Pedestrians can see where they're going without risking falls on dark curbs or sidewalks. Crime and disorderly conduct are discouraged, police supervision is more easily maintained.

As you relight main traffic arteries for safety, you'll find it worth while to follow through with the *same unit* on side streets and residential avenues. FORM 79 units are equally applicable all over town. A family of reflector types meets the specific need of any street or spacing—yet a uniform, attractive appearance is maintained night and day.

Your local electric company and the G-E Illuminating Laboratory will be glad to help you put your town's "best foot forward" every night.
Apparatus Dept., General Electric Co., Schenectady 5, N. Y.

GENERAL ELECTRIC

452-36D-3010

A.A.M.V.A. ADOPTS RESOLUTIONS

The American Association of Motor Vehicle Administrators at its 13th Annual Conference in Chicago, November 13-16, 1945, adopted resolutions toward the end that better cooperation and effectiveness will be obtained between the various state motor vehicle departments in matters of vehicle registration and exchange of information pertaining to drivers for purposes of traffic accident prevention.

A summary of the resolutions follows:

Because of the termination of the war and the fact that steel is again available for vehicle registration plates instead of using stickers and similar devices and because the advantages of the two plate system are well recognized it was,

RESOLVED, That the American Association of Motor Vehicle Administrators heartily endorse the use of two license plates on all motor vehicles and strongly urge that licensing authorities return to the use of the two plate system as soon as possible; Further, that the licensing authorities in those states that have not adopted the two-plate system take into consideration the advantages to be gained by its universal adoption and, if possible, provide for the issuance of two license plates in their states.

Because the states that issue certificates of title are experiencing difficulty due to the fact that motor vehicles are often re-registered in non-title states without the title being surrendered and returned to the issuing state and that no notice of the registration is furnished the state issuing the title, therefore it is,

RESOLVED, that the Association strongly urge non-title states to co-operate with the titling states by requesting the surrender of the existing title and that the surrender title and notice of the re-registration be furnished the state issuing the title.

Because there is need for uniformity in licensing and enforcement of laws pertaining to drivers and licensing and that a greater degree of cooperation between the state administrators will bring better enforcement, producing better drivers, it was,

RESOLVED, that any record of convictions of a driver outside of his state of residence should be transmitted to the appropriate administrator in the state of his residence, and that when a license is suspended or revoked outside the state of residence of the driver, the state of residence shall be promptly notified, and further that driving records of individuals licensed in the state of residence should be made available upon request to authorities in other states.

Because of the lifting of wartime driving restrictions with the attendant traffic volume increases resulting in a sharp rise in traffic fatalities and because engineering and educational facilities have suffered losses of personnel as a result of the war it was,

RESOLVED, that the Association respectfully urge that the President of the United States, at the earliest date, call a conference of traffic enforcement organizations and officials for the purpose of developing a vigorous program of traffic accident prevention, so that the nations highways will not become the battle grounds of peace.

Resolution Proposing Central Information Bureau

Because every administrator of the motor vehicle laws has a real need to know the statutes, decisions, attorney's opinions, and administrative rulings and practices of other states relating to vehicles and licensing and because states have no facilities to gather such information and keep it up to date so the information can be relied upon; and because much of such information must now be available to certain organizations interested in motor vehicle laws and practices and other such information could readily be obtained through joint efforts it was,

RESOLVED, that the executive committee of the Association and the executive director be requested and instructed to work out and put into operation a plan by which all information relating to motor vehicles, and administration of motor vehicle laws, including title and registration, driver licensing, traffic regulation, enforcement and other related information necessary or useful in the administration thereof, such information including but not restricted to statutes, court decisions, attorney general's opinions and administrative rulings and practices, will be compiled, kept current, and made available to motor vehicle administrators. Further, that the executive committee and executive director be authorized to work with other interested organizations or individuals in order that this resolution may be carried out efficiently.

In drawing your Plans for Safer Highways-be sure to include the Guard Rail - that Safeguards
Mark well these TUTHILL features:
1. Higher visibility.
2. Lower upkeep.
3. Easy installation.
4. Deflective action.
5. Low, spring mounting.
MOTORISTS (thousands of them) whose lives have been saved by TUTHILL GUARDS — what do you suppose they say? If they knew the Highway Engineer who installed them, they'd say: "Congratulations on your wisdom, sound judgment and foresight!"
TUTHILL HY-WAY GUARD
The Spring Cushions the Blow
Special Notice!
TUTHILL Guard Rails are now available. What are your requirements?
Pacific Coast Manufacturers and Distributors:
U. S. SPRING & BUMPER CO.
Los Angeles, Cal.
TUTHILL SPRING COMPANY
764 POLK ST...CHICAGO 7 ILL.

MOTOR CAR PROSPECTS IN BRITAIN

Condensed from an article by

SIR MILES THOMAS, D.F.C.*

* Sir Miles Thomas is Vice-Chairman of the Nuffield Organization. The full article may be found in Automotive and Aviation Industries, January 1, 1946, Page 24.

In a world hungry for transport, whether it be for commercial or private use, automobile developments are a popular topic of conversation these days.

Now that the war has been won, the manufacturer of British motor cars is faced with an immediate demand for his products which of necessity must be those which the manufacturer was selling before the war or those which he had in advanced development stage when the fighting began.

The real post-war cars will probably not get into the hands of private owners for two or two-and-a-half years, but they will be worth waiting for if indicated developments influencing their size, shape, performance and finish are successful.

Because of high taxes and the necessity to import all automobile fuel, the cars generally will be of medium power and as efficient as possible. When the system of car taxation in Britain is changed from the old RAC horsepower rating to one of Cubic Capacity, engines of greater output, added strength, and a greater degree of reliability will be possible without an increase in overall size or weight, or a reduction in passenger room.

Streamlining principles will be increasingly applied to post-war automobiles with an accompanying savings of some 10 per cent of the power it would require to propel a vehicle of similar size into which such "smooth-lining" principles had not been built.

The higher efficiency of the newly-designed engines will be further accentuated by the advantages taken from making the best provisions for full utilization of the developments made in high octane fuels. Lubricating oils of much greater "oiliness" should be available which will increase the life of the motors. Acceleration will be of an order which may surprise owners who think in terms of 1939 standards.

Chassis-less construction, mono-piece body manufacture and striking progress in suspension systems will be the orders of the day. The torsionbar and coil-spring types of suspension are likely to rival those which did duty in the big pre-war cars.

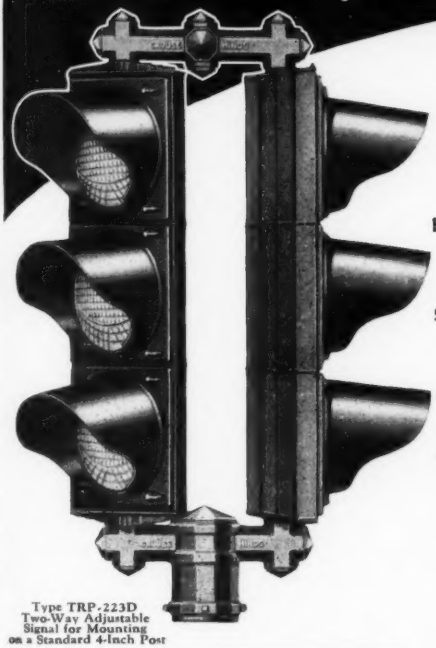
There is quite a number of interesting developments which may be investigated in the post-war period. Research into the use of plastics, light alloy sheets and forgings, and tougher steels will rank high in this work.

Plastic bodies should be more quiet to ride in because the material from which it is made is less resonant than steel panels. It can be molded into intricate shapes and curves with attachment points for upholstery, instruments, radio, seat fittings and air-conditioning gadgets fashioned into the main structure. But there are a number of very real technical difficulties to be overcome before it can really be said that plastics have arrived in automobile body construction. Costs must be established, more factory space will be required, and repairing processes must be commercialized.

Steel production, somewhat revolutionized by the needs of battle, can now turn out steels which are stronger, tougher, and more readily machineable than their predecessors.

It is highly probable that auto finishes of much brighter colors will be seen as a result of lessons learned

NEW Beauty, Strength, and Convenience



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CONVENIENCE — Easy installation and maintenance is an important feature of these new traffic signals. The slip-fitter casting at the bottom of the signal fits over a standard 4-inch post and has a large removable cap that permits the easy pulling of conductors straight up through the post. Small removable caps on the bracket arms make it convenient to add extensions of supplementary signals at any time.

The bodies are of the Crouse-Hinds sectional type, with all of the features that assure efficient operation, dependable service and low maintenance cost.

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Crouse-Hinds Catalog No. 226 lists a complete line of traffic signals, beacons and flashers together with a series of controllers designed to solve your traffic control problems — from the ordinary "quiet" intersection to the most complex heavy-traffic problem. Send for your copy.

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in the Western Desert during the war. The necessity to produce a fadeless camouflage paint to combat the fierce sunlight will make possible the use of more delicate colors, fadeless under exposure to severe weather conditions. There is too, a new double-flow solvent which in the case, say, of a repainted patch on a beaten-out wing, will dissolve the edge of the old paint and allow it to merge into the newly-painted surface, thus providing invisible touch-up.

The post-war car, also, may well have automatically adjusting brakes, accomplished by a small hydraulic ratchet that will take up the slack as the lining wears and guarantees that the driver always has "plenty under the brake pedal."

EDITOR'S NOTE — The post-war list prices of British passenger cars so far announced are from 70 to 115 per cent higher than the pre-war prices of corresponding models. It should be remembered that to these higher prices must also be added a purchase tax of 28 per cent, a levy on the automobile driver which the present British Labor Government has seen fit to continue.

ROBERT RALEIGH OF I.A.C.P. CITED

Robert E. Raleigh, associate director of the Safety Division of the International Association of Chiefs of Police and the Northwestern University Traffic Institute, has received a citation from the War Department for meritorious service in highway transportation during the war years.

Mr. Raleigh, who was acting director of the Safety Division and Traffic Institute during the absence of Lt. Col. Franklin M. Kreml, served from July, 1942, until November, 1945, as a member of the National Highway Traffic Advisory Committee to the War Department, a group of police, highway officials and motor vehicle administrators which advised the War Department on matters of highway transportation.

The citation read: "The War Department expresses its appreciation for patriotic service in a position of trust and responsibility." It was signed by Robert P. Patterson, Secretary of War; General Brehon Somervell, commanding general, Army Service Forces, and Major General Edmond H. Leavey, chief of transportation.

The presentation of the citation to Mr. Raleigh was made January 26 at graduation exercises of the Traffic Institute's 1945 Fall Class in traffic police administration. Colonel Kreml, who has returned to his duties as director of the Traffic Institute and Safety Division, made the presentation for the War Department.

★ ★ ★

SPOKANE STUDY INDICATES NEED FOR BETTER STREET LIGHTING

Most traffic deaths in Spokane, Wash., result from pedestrian accidents according to a study which began nine years ago. Findings show that: (1) most fatal pedestrian accidents occurred after dark; (2) one-third of all pedestrian accidents, and half of all pedestrian fatalities took place in a 10-mile stretch of five streets, representing only one-seventieth of all the improved street mileage; and (3) if most of darkness hazards could be eliminated on these ten miles of streets alone, Spokane could reduce its accident injuries 15 per cent and its fatal accidents 32 per cent—for an average saving of nine lives and 38 injuries in two years.—*Street and Traffic Safety Lighting Bureau.*

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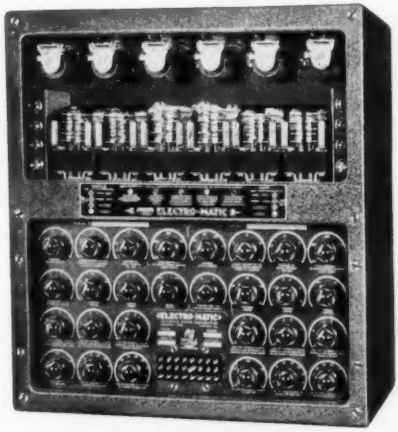

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DROP TOLL CHARGE PLAN ON N. Y. "THRUWAY"

Governor Thomas E. Dewey of New York, in his annual statement to the State Legislature January 10, dropped a plan to finance the proposed 482-mile, $202,000,000 thruway by the application of tolls on motor traffic.

Instead, the Governor said the new road will be financed from general state revenues and be operated free of tolls. Governor Dewey said that the decision to drop the toll idea was based on a report by three highway traffic authorities that traffic that would use the new highway under toll operation would be insufficient to finance the project. The proposal to charge tolls on the highway had brought protests from many state taxpayers and automotive associations groups. (ENR, Jan. 10, vol. p. 18).

Construction of the thruway, which will run from Rockland County, northwest across the Hudson river from New York City to the New York-Pennsylvania border west of Buffalo, will be started in the spring at three or more places.

WHERE TO PARK THE CARS?

Detroit voters on November 6 by a 4-to-1 vote approved the construction in the downtown area of an underground garage designed to hold between 900 and 1,000 cars. The cost of the project, $1,816,000, will be met by revenue bonds which will be paid off in 18 years from parking fees . . . Rochester, Minnesota (26,312), recently paid $124,000 for a large area in the business district which will be redeveloped for use as a parking lot . . . Dallas, Texas, is making a parking survey, and the city is considering the lease or purchase of land which in turn would be leased to private operators for parking lot purposes. To relieve rush-hour congestion the Dallas council recently prohibited parking on certain streets between 4:30 and 6:00 P. M. . . . In Providence and Pawtucket, Rhode Island, the federal, state and city governments are cooperating in a "parking habits survey." . . . In Glendale, California (90,552), business and civic leaders have recommended that the city install parking meters and use the revenue to help pay the cost of acquiring off-street parking lots . . . In St. Louis the board of estimates has tentatively approved a plan to construct two 1,000 car garages in the downtown business district. The city would acquire the land and the downtown merchants would defray the cost of construction (about $1,000,000) for each garage . . . Coos Bay, Oregon (5,259), recently established two off-street parking lots to care for the all-day parking needs of employees of business establishments, and has installed parking meters on business streets. Other cities which have recently installed from 200 to 500 parking meters are: East Orange, New Jersey; Greenville, Texas; Oregon City, Oregon, and Whittier, California. Berkeley and Riverside, California, are considering proposals to establish off-street parking lots.

Public Management

★ ★ ★

ALCOHOL AND GASOLINE DO MIX?

In Sweden, motor traffic has reportedly become almost normal since November 25 when a fuel known as "motyl," a mixture of 50 per cent gasoline and 50 per cent wood alcohol was freed for general use, thereby permitting operation of private cars and motorcycles. Rationing of lubricating oil has likewise been lifted in Sweden, but tires are sold only to holders of permits, and all trucks are still limited as to distance over which they may be operated. The price of motyl is fixed at 80 ore per liter, or about 75 cents a gallon.

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The new SIX CIRCUIT SYNCHRONOUS "EM" EAGLE CONTROLLER

The Ideal Two Street
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BECAUSE IT EMBODIES

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OTHER FEATURES

- ★ Large easy-to-read timing dial
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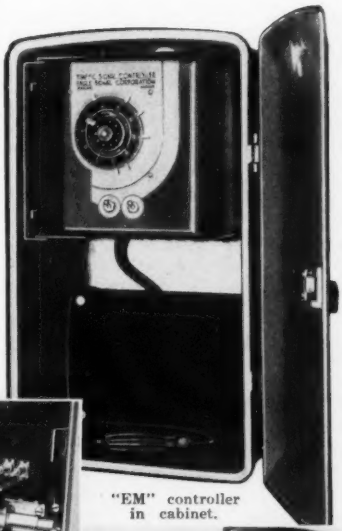
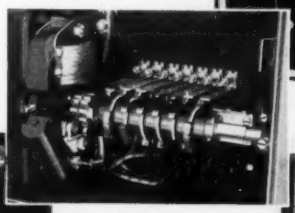
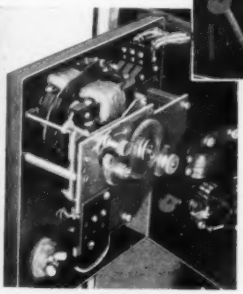
- ★ Compact. Adaptable to mounting in your present cabinets to replace worn out controls. Can be shelf-mounted



"EM" controller in cabinet.

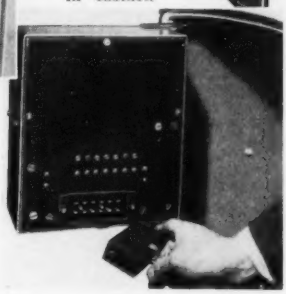
Rotary action contact switching mechanism. →





Synchronous disc motor and convenient gear shift mechanism. ←

Accessible connector plug jack mounting. →



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MORE NEWS ON THE PRESIDENT'S HIGHWAY SAFETY CONFERENCE

Since the removal of gasoline ration restrictions and the return to more general use of thousands of automobiles, the increase in traffic deaths and injuries on the Nation's highways has become so appalling that the President of the United States has been moved to action.

The President's Highway Safety Conference, called at the instigation of the Chief Executive, will convene in the Departmental Auditorium in Washington on May 8, 9 and 10, 1946, as a concerted, national effort to devise ways and means of reducing traffic accident frequency during the approaching touring season.

Traffic Situation Grave

The gravity of the situation can be appreciated by cold statistics recently released by the National Safety Council which show that "in the seven months of war in 1945, traffic deaths rose only 1.3 percent over the same period in 1944, while from V-J Day (August 14) to the end of the year the traffic toll shot up 36 percent."

It is anticipated that use of the Nation's highways during the spring and summer of 1946 will find such a great upsurge in overall mileage that the traffic accident potential will be greater than ever before if means to reduce the hazards are not taken. This is the basic purpose of The President's Highway Safety Conference which will bring together approximately 1,500 of the top-notch traffic and safety experts of the Nation; Federal, State and municipal officials; representatives of organizations long active in the national safety program; and representatives of scores of groups with an inherent interest in traffic accidents and their prevention.

Capable Leaders Chosen

President Truman has named Major General Philip B. Fleming, Federal Works Administrator, as general chairman of the Conference. As administrator of the organization which includes Public Roads Administration, General Fleming was chosen for his intimate knowledge and understanding of the general highway traffic, engineering and education program.

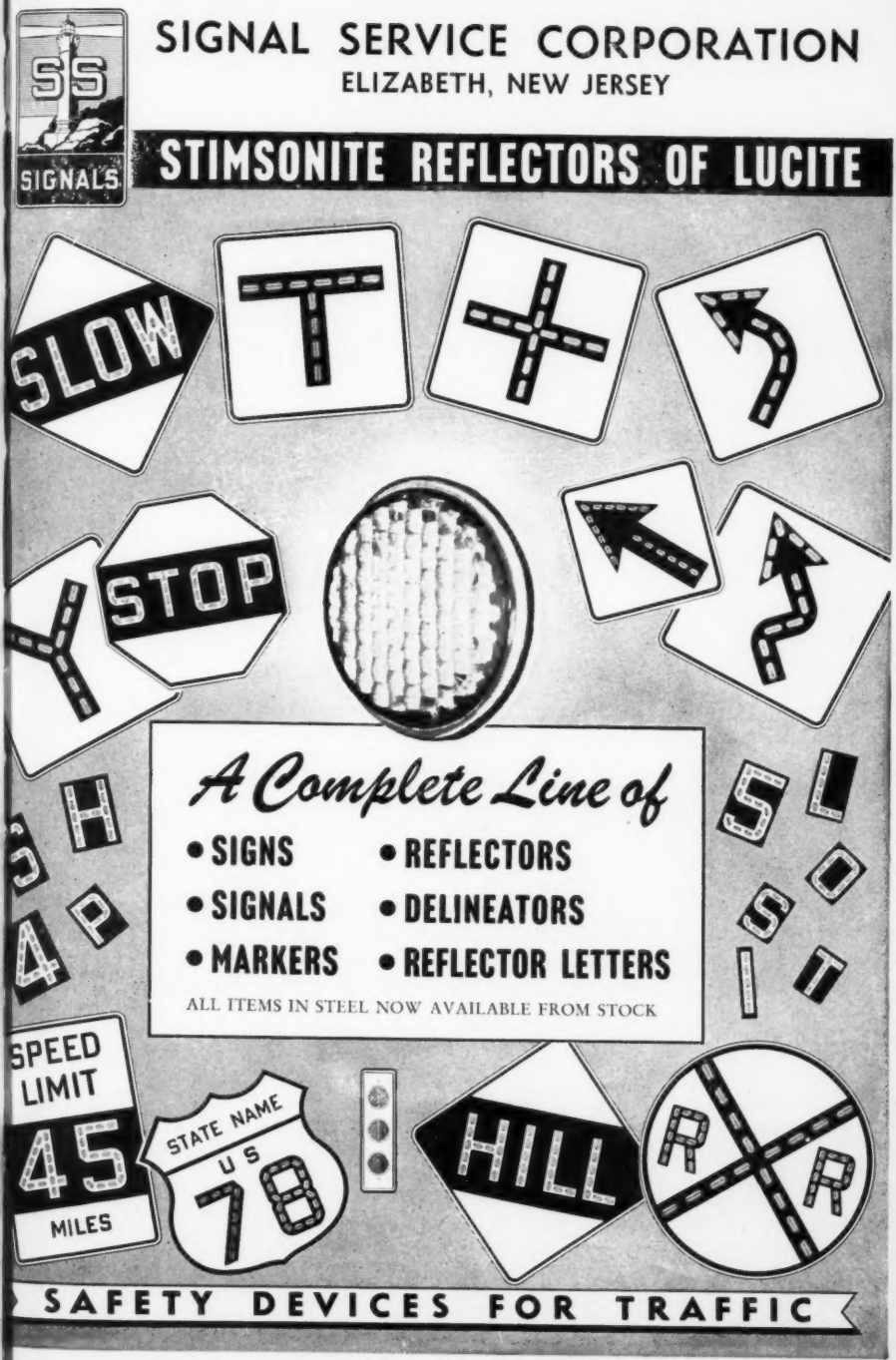
A special Conference organization has been established in the Federal Works Building, Washington, D. C., to organize the machinery of the Conference, work with committee chairmen and generally coordinate preliminary activity including publicity and promotion. This staff is headed by Colonel Light B. Yost, an I.T.E. member and formerly active in the European Theater in the Transportation Corps.

Eight committees will prepare reports for submission to the Conference. They are: Committees on Accident Records, Enforcement, Engineering, Laws and Ordinances, Motor Vehicle Administration, Education, Public Information and Organized Public Support.

Of the eight committees formed to develop the action program for the Conference to be held in Washington, May 8, 9 and 10, the Committee on Engineering will hold a prominent position in the Conference deliberations.

Engineering Committee Objectives

It is anticipated that the Committee on Engineering will consider those phases of engineering that relate to the prevention of street and highway traffic accidents; will evaluate the dominant characteristics of design, construction, maintenance and opera-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SAFETY DEVICES FOR TRAFFIC

tion, and traffic control devices and techniques which aid in the reduction of traffic accidents; and will recommend appropriate engineering measures for adoption, indicating steps to be taken in the immediate future and those for long term planning.

Charles W. Prisk, Senior Highway Engineer of the Public Roads Administration, will act as Secretary of the Engineering Committee. He and Thomas H. MacDonald, Public Roads Commissioner, both I.T.E. members, will be active in the Conference work, Mr. MacDonald being Chairman of the Coordinating Committee which includes a group of executives prominent for years in active traffic safety work.

The Engineering Committee will submit a report to the Conference for consideration devoted to subjects of primary interest to traffic safety from the engineering standpoint. It is emphasized by Colonel Yost, Executive Director of the Conference, that the committees will consider all existing techniques, procedures and doctrines that have been effective in the past in the reduction of traffic accidents and will also consider in their deliberations any suggestions which may come before them.

Committee to Study Situation And Make Recommendations

The Engineering Committee will study such subjects as the role of engineering in highway safety efforts; current design and construction practice; standards contained in the Interregional Highway Committee report; application of standards to post-war highway construction; vehicle design and factors which tend to increase the contribution of the motor vehicle in accident causation; development of safety features in motor vehicle design; maintenance of vehicles for safer operation; driver habit factors; operating considerations; control devices and techniques; segregation of vehicle types by lanes and roadways and kindred subjects. The Committee will make a list of recommendations to the Conference from its study of the general situation.

Within the near future chairmen of these committees, selected as men prominent in their respective fields, will be announced after invitation from President Truman to participate in the deliberations.

It is hoped that the action by the Conference will stimulate redoubled efforts on the part of the respective States to place greater emphasis in the future on the traffic safety problem on the highways and that effective methods will be implemented in each State as a means of reducing a useless and needless waste of human life and property.

YALE CHAPTER OF RESEARCH ASSOCIATES ORGANIZED

The Yale University Student Chapter of Traffic Research Associates was organized January 8, 1946 with all twenty-one students of the 1945-46 class of the Bureau of Highway Traffic as members. Melbourne H. West, of California, was elected president, and Robert G. Mitchell and Earl W. Osterhoudt, both of Connecticut, were named vice-president and secretary-treasurer, respectively.

Traffic Research Associates was organized initially at Harvard University when the Bureau for Street Traffic Research was located there. Graduates from the Harvard and Yale Bureaus comprise its membership.

The organization will publish a monthly news letter, copies of which will be sent to former graduates of the Bureau.

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SUGGESTED READING LIST IN TRAFFIC ENGINEERING FOR RETURNING SERVICEMEN

This selected bibliography has been prepared by the Education Committee of the Institute of Traffic Engineers, especially for men who have been away from traffic engineering literature due to their connection with the Armed Services. The list is submitted in four categories, viz. parking, war transportation and miscellaneous. Only the literature appearing since January, 1942 has been surveyed in the preparation of this list which is highly selected. However, it is believed to include materials on most of the important developments which have occurred during the war period.

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When it Comes to Controlling Parking . . .

You can do it better with DUALS

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CHICAGO SUBWAY WORK IS BEING RESUMED

The Chicago, Ill., Department of Subways and Superhighways opened bids December 27 on two contracts as the first move to resume construction on Chicago subways interrupted by the war. Kenney Construction Co., of Chicago, was low of eight bidders on a connecting structure between the west end of present Dearborn St., subway and the elevated line at Milwaukee Ave. and Evergreen St., submitting a proposal of $538,460. This does not include cost of steel, which is being fabricated under a previous contract. Citywide Construction Co., Chicago, bid $107,390 as low for waterproofing the Dearborn St. tubes. *ENR.*

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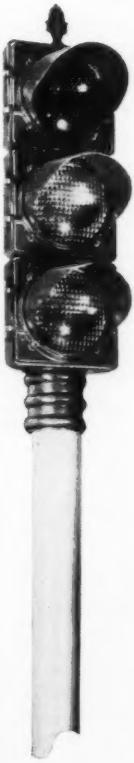
SOUTHERN SWITCH & SIGNAL CO.

UNILIGHT was developed to fill requirements for a versatile one-way signal. Each unit is complete within itself and may easily be added to other units to form whatever signal combination is desired. Individual units are adjustable to face any of four directions. The UNILIGHT may be mounted horizontally, by a 90 degree turn of the visor, without additional fixtures or fittings. The modern design of this adjustable signal unit, plus features listed below, make it more than worthy of consideration for your city.



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- ★ Super brilliant Alzak spun aluminum reflectors.
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- ★ Ease of maintenance.

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SHREVEPORT, LOUISIANA

ITE NEWS AND PERSONALS

ITE Officers And Board of Direction Meet

The officers and Board of Direction of the Institute of Traffic Engineers met in Washington, D. C., February 8, 1946. One of the most important actions taken at the meeting was a decision regarding the Annual meeting of the Institute.

Annual Meeting To "Stand Alone" In Columbus

The Annual meeting will be held apart from all other meetings, in Columbus, Ohio, on October 3, 4 and 5, 1946. All sessions will be in the Deshler-Wallick Hotel. Harry Neal has been requested to serve as Chairman on the Committee on Local Arrangements and Don McNeil has been asked to serve as Chairman of the Program Committee. All Board Members and Officers were enthusiastic about the decision and feel sure that we will have a most successful annual meeting now that wartime restrictions have been removed and a decision has been made to "stand alone."

New York Section

A meeting of the New York Metropolitan Section, I.T.E., was held Feb. 19th in the Bedford Hotel in New York. Twenty-five members and guests attended the dinner meeting which was devoted to Traffic Signal Modernization and Standardization.

Theodore Matson, President of the Section, presided over the meeting. Edward Eames, Section Member and Traffic Engineer for the Automatic Signal Corporation was the principal speaker. He outlined the present situation with respect to standards for signals and pointed out the opportunities afforded to modernize signal systems. As part of his talk, Mr. Eames presented a paper on Signal Modernization and Standardization which will appear in the April issue.

An interesting discussion of signals followed Mr. Eames' talk with Robert Mitchell, of Philadelphia; John Gibala, of New York; Mr. Diebold of the Marbelite Company and others contributing information. Herbert Keegan acted as Chairman of the Discussion. Those in attendance were as follows:

Robert Mitchell	S. Herbert Taylor
Theodore Matson	Charles Lenz
Edward Eames	Virden Rittgers
Henry Evans	Harry Koch
M. J. Reiner	W. Graham Cole
Melbourne H. West	John Gibala
Mr. Klar	Adrien Genest
Norman Kennedy	Chieh-Meng Liu
Gee Lin	Richard Siver
George Howie	Tsai-Ping Liang
F. Houston Wynn	W. R. Bellis
Stewart Gourlay	A. Diebold
Herbert Keegan	

Washington Section ITE

The Washington Section held a dinner meeting at its usual place, the Hotel Fairfax, February 20, 1946, attended by 27 members and guests. Several matters of business were attended to including the appointment of a committee on ways and means of financing the National Institute's expanding activities, a problem presented at the annual meeting last fall. The committee includes W. L. Robinson, chairman, W. L. Braun, and D. G. Mickle.

The speaker for the evening was Col. Light B. Yost, who gave a most interesting account of his traffic experiences in Africa, Sicily, France and finally Germany.

MEMBERS PRESENT

L. A. Andriacchi	B. W. Marsh
W. F. Boardman	J. H. Mitton
W. L. Braun	O. K. Normann
J. B. Ecker	C. W. Prisk
H. F. Hammond	P. L. Ristroph
R. S. Holmes	W. L. Robinson
R. G. Jasper	M. C. Stark
F. M. Kunz	C. G. Stoneburner
D. W. Loutzenheiser	P. E. Taylor

GUESTS PRESENT

W. T. Adams	Norton Jackson
D. K. Chacey	C. W. Stark
C. H. French	H. L. Toadvine
G. K. Gravelle	W. P. Walker

John H. Mitton, chairman of the Program Committee, announced an unusual plan for the March meeting. The group will tour the city in a special bus and visit locations of particular interest from the standpoint of traffic engineering.

MEMBERSHIP ELECTIONS

The following were elected to membership in the Institute of Traffic Engineers on February 8, 1946:

New Member

Earle W. Osterhoudt

Asst. Engineer of Highway Control, Connecticut State Highway Department, Hartford, Connecticut.

New Associate

William B. Hampton

Assistant Engineer, Department of Vehicles & Traffic, Washington, D. C.

Transfers

Maynard Bebee

from Associate to *Member*

Foster M. Kunz

from Junior to *Associate*

Harold W. Moore

from Junior to *Associate*

Paul D. Muffley

from Junior to *Associate*

POSITION OPEN IN DETROIT FOR:

Associate Traffic Engineer — Salary, $4,761 - $5,476.

Senior Associate Traffic Engr. —Salary, $5,555 - $6,269.

Examinations to be held in Detroit, Chicago, Washington, New York and Boston, March 5, 1946.

The position is on the planning staff of the Detroit Department of Street Railways.

Communicate with The Civil Service Commission, City of Detroit, 15th Floor, Water Board Building, 735 Randolph Street, Detroit 26, Michigan.

Commander Noble State Highway Engineer for New Jersey

Commander Charles M. Noble, USNR, became State Highway Engineer for the State of New Jersey, February 1st, 1946. Commander Noble has had extensive experience in both military and civilian work. Immediately prior to the war he was Special Highway Engineer for the Pennsylvania Turnpike Commission.

PERSONALS

Henry Evans, (Assoc.) Traffic Engineer, National Conservation Bureau, spent four days in St. Louis last month, advising with the Board of Police Commissioners on current traffic problems in that city. In the report submitted he pointed out the need for immediate formation of a Mayor's Safety Committee and a concerted safety drive, in view of the rise in 1945 to the same total as the 1941 traffic death toll of 119 deaths, despite the fact that travel was only 75 per cent of the 1941 total. Other recommendations dealt with parking, pedestrians, left turns, and one-way streets.

Win Carsten, formerly Captain, with the 365th Engineer Regiment of the U. S. Army, and

Robert E. Dunn, formerly in the C. B.'s, have both returned to their traffic work with the Washington Department of Highways in Olympia, Washington.

Dwight T. Myers Now With P. R. A. In Boston

Dwight T. Myers has recently returned from the U. S. Naval Civil Engineering Corps to inactive duty. He is now employed with the P.R.A. in the Boston office.

Ralph Luckenbach Now In San Diego

Word has just been received from Ralph B. Luckenbach to the effect that he has returned from the tour of military duty and is back at his old job as District Traffic Engineer in San Diego, California. Ralph was overseas for 28 months and saw much of Europe. He served with the Third Army from August 6th, 1944 until returning to this country. During much of his tour of duty, he served in some portion of the Army area as District Transportation Officer. He was promoted from the rank of Captain to Major in February, 1945. For a time he served with Col. Yost and had occasion to come in contact with a number of members of the Institute who were overseas.

OBITUARY

William A. Van Duzer Dies

William A. Van Duzer, Member, American Society of Civil Engineers—Member, Institute of Traffic Engineers, passed away on February 22, 1946.

For the past several years he was Director of Vehicles & Traffic, Department of Vehicles & Traffic, Washington, D. C.

His loss is deeply felt by all those with whom he was associated.

ON THE SHELF

UNDERGROUND PARKING, WASHINGTON BLVD., DETROIT, MICHIGAN—A report to the Business Property Association Commission on Parking, July 1945—Pamphlet size—published by Allied Engineers, Inc., Penobscot Building, Detroit, Michigan.

DRIVER TRAINING—A study of the accident records from June 1939 to November 1941 of 1,880 Cleveland High School students taking driver education and training courses, sponsored by the Cleveland Automobile Club, and 1,372 students receiving no such instruction. All of these students obtained Ohio driver licenses . . . Also included is a study of 500 high school student drivers of State College, Pennsylvania—published by Traffic Engineering and Safety Department, American Automobile Association—1945—Washington, D. C.—comprises some 18 pages.

CURB PARKING SURVEY DOWNTOWN BUSINESS DISTRICT—Durham, N. C.—by Durham Planning Department—1945—mimeographed — free — 9 pages and illustrating graphs.

PUBLIC LIGHTING PRACTICE—a summary of present and recommended street lighting techniques. Bulletin No. 31—$1.50 each—1945.

THE DYNAMICS OF STREET LAYOUT AND DESIGN FOR URBAN TRAFFIC—Bulletin N-1945—American Public Works Association.

DESIGNED STANDARDS FOR NATIONAL INTERSTATE HIGHWAYS—4 pp—Public Roads Administration—1945—free.

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